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August,



1984

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

~~ Founded by Dave Lewis in 1980 ~~

Dave Lewis thought I did so well on Issue 8, and I had such a good time doing it, that we decided I would do Issue 9 all by myself, although our original arrangement was for Dave to finish Volume II. In addition, I wanted to try out my new printer. However, Dave has made a major contribution to this issue, as you will see when you read on. (Notice I did not say "if you read on"; I personally think this issue is so fascinating that every one of you will read every word. How's that for conceit on my second day on the job?)

I think it is fitting, as we end Volume II, for me to express my gratitude to Dave for founding the Club and carrying it through its first years. My own work on the Bulletin, limited though it has been til now, has shown me just how much effort and dedication this took. Carrying on what Dave began will be a relatively easy thing compared to the job of bringing the Club to life and raising it to its present stature. I'm sure every other member shares this view. So, Dave, thanks from all of us. We know you've had a few frustrations, but you can, and should, be well satisfied with what you've done. Indeed, when one thinks about it, words like "gratitude" and "thanks" are inadequate. (Gee, guys, I think he's blushing!)

That brings me to a more down-to-earth subject. I would like to see if the Technical section of this publication can be made more responsive to the actual, practical needs of the members. Some excellent stuff has appeared under "Technical Tips" in the past, and I think all -- or at least most -- of us have learned from it. What I have in mind, however, is more real "how-to-do-it" stuff, directed to the peculiarities of '37 and '38 Buicks, and, to the greatest extent possible, based on the personal experiences of members, or other people members know to be capable and reliable. An example: the material on striping wheels that appeared a year or so ago. OK, OK, I know what you're thinking: here comes another pitch for contributions! You're absolutely right!

A good way to start this, it seems to me, is to turn "Technical Tips" more in the direction I think Dave originally had in mind: "Technical Tips and Questions." So, all members who have questions, who are baffled, puzzled or stumped, who can't seem to get something to work right, or who are contemplating a particular piece of work and want to know what the pitfalls may be, please send your questions to the Editor. Dave Lewis has volunteered to try to provide answers to those questions that we think will be of general interest -- I hope this will be most or all of them -- and questions and answers will be printed. Also, I hope to have eventually a "cadre" of one or more members in addition to Dave who will perform this service and give advice to the Editor on matters technical. Any volunteers?



William E. Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085

I'd also like to urge all of you out there who are experienced mechanics and restorers to think back over your work, pick out a problem or two that you had some trouble with but came up with a good solution to, or some piece of work you feel real good about, and write it up. The benefits of this are two-fold: other members receive help and guidance (which of course they need), and you come out looking like a clever and generous fellow (which of course you are). And, next time you tackle a project, keep in mind the possibility of a "how-to-do-it" article, and maybe make some notes, or take some photos, as you go along. Such an article, illustrated with actual photos of the work as it progresses, would, I think, be terrific.

To conclude this subject: no one need feel that his question is stupid or elementary or reflects his own inferiority because he has to ask it; likewise, no one need feel similarly about his suggested "tip" or technical article. Remember the Editor's General Order No. 1: there will be no guilt in this Club, except for sitting back and doing nothing. I'm aware that the Club is made up of people with diverse talents, skills and interests, and that what may seem elementary to the accomplished restorer with 10 cars under his belt (now there's a metaphor!) may be a gold mine for the novice. The Editor's job is to try to provide at least something for everybody. Don't be shy about letting him know how he's doing.

In a recent discussion with our Art Director, Dug Waggoner, he suggested we might try to come up with a name for this publication: that is, something clever and catchy, and less of a mouthful than "1937-1938 Buick Club Swap 'n Sell News Bulletin." You will note that I've been referring to it as the "News Bulletin" or simply "Bulletin." This is short enough, but doesn't have the "ring" to it, or the uniqueness, of a name like the BCA Bugle. Especially now that the Club and this publication have reached a certain maturity and, I hope, permanence, I think this is an idea worthy of serious consideration. I also hope that maybe, just possibly, I have, at last, something that will generate widespread response from you people.

So, there is hereby announced an honest-to-gosh, 100% authentic Contest, to be called

NAME THAT NEWSLETTER!

This Contest has no rules. Neatness does not count. Enter as many proposed names as you wish. The judges will be: your Editor; Mr. Waggoner; and Mr. Lewis (remember him?). There is no official entry blank, and no deadline, and the judges reserve the right to end the Contest any time they feel like it, or to let it go on forever, or to reject any and all entries and think up their own name, or to otherwise act in a thoroughly high-handed manner. Oh, by the way, there are no prizes, either, except that the winner, if there is one, will have in the new name of this publication a monument to his cleverness, brilliance, originality, and aptness of thought. GET BUSY!

You will notice that this issue is somewhat shorter than our usual 30-page format. This is not because the new Editor has gotten lazy already. Rather, the main reason is the shortage of members' "For Sale" and "Wanted" material, which I guess is still in its summer doldrums. Another is that I decided to save two member's stories for next time, just in case that well also runs dry. The first issue of Volume III, to come out in September, will be the introductory issue for a number of new members, and I don't want to skimp on it. Hope you'll see 30 pages again then.

— Bill

1937 Buick 1938

PROUD

1938 OWNER



Story by Doug Nelson (#51) of Salem, Oregon

RENO OR BUST

For many years my wife Kay and I had always wanted to drive an "old" car to the Harrah swap meet and car show. In 1982 Harrah's announced that they were once again going to sponsor our favorite car event. During December 1982 I determined the only car to drive to Reno would be our 1938 Century sport coupe, if only I had it finished. The chassis had been restored in 1979 including a "Bob Pipkin" engine rebuild. The project got sidelined while building a new house and moving, so my only restoration activity during 1979-82 consisted of gathering some Buick parts and joining the 1937-38 Buick Club. [Good and worthwhile activities-Ed.]

So much for history. Once the goal was set I was determined to finish by June 1, 1983 so that we would have some time to work the bugs out by Reno meet time, June 20. The car and most of the parts were in our basement shop awaiting my attention. It soon became apparent because of work commitments that I could not do all the assembly and restoration work myself so Allen Dietnick of Salem was hired to work on the car during the day and I would work the "night shift" in the evening. Our 2½-year-old son, C. J., became very interested in the project in the basement, so every night a ritual had to be performed: Daddy and C. J. would go to the basement at bedtime and check out the latest progress on "C. J.'s" car. Great concern was expressed because "C. J.'s" car did not have a seat like other cars since it had been sent to the upholstery shop early. When "C. J.'s" car got its "eyes" (headlights), everyone heard all about it. Finally one night in March the engine "roared" to life, no muffler yet, and we knew Reno was attainable.

We trailered the car to Albany, Oregon on May 15 to Larry Smith's upholstery shop and drove it home on June 5 a distance of some 20 miles. While the car was being upholstered, I was learning how to do the woodgraining for a 1938 Century. The graining came out real nice and is not that difficult. By the 20th of June we had only logged about 100 miles on the car and were still doing the finishing touches. We had our reservations for hotel and car show and only about 600 miles stood between us and reaching our goal. At 4:30 a.m. on the 20th we left for Bob Pipkin's home, as we were touring with th Pipkin family on the trip. In my haste to get ready a last-minute detail was overlooked -- I did not have a full tank of gas and in fact ran out of gas before we could get to an open station early in the morning. Bob Pipkin came to the rescue and we were soon on our way but not without a lot of good-natured nibbing directed at yours truly.

Soon Kay had her first experience driving the '38 through the long stretches of Oregon desert on the way to Reno. It was tough for me to give up the wheel but I wanted her to experience the pleasure of driving a 1938 Buick Century. Everything went great until Klamath Falls, Oregon. We pulled into a service station and the car was running hot. After gassing up and cooling down Bob suggested we start the car while he checked it out. He immediately discovered a ruptured fuel pump that was gushing gas out into the engine compartment. Bob had given me an old unrestored fuel pump to take along for a spare and it sure came in handy. We changed pumps in the back lot at the service station with many curious onlookers, including an older lady who drove over in her modern Iron to admire the '38 and tell me about her experiences back in the 1930's. After the fuel pump episode it was on to Reno with frequent stops for water as we kept boiling over. The engine was brand new and we had also installed a thermostat which is unnecessary in the Century model. Later, when we took the thermostat out for the rest of the trip, the boiling over problem was solved.

At Reno we enjoyed the swap meet on Thursday and prepared the '38 for the car show on Saturday. Most of the cars were trailered to the show and many people were surprised that we drove all the way from Oregon. We won a Meritorious Award and the admiration of many people who fondly remembered the 1938 Centurys when they blew everything off the roads in the 1930's and 1940's. One fellow who raced a '38 Century coupe like ours in the 1950's told us some stories of the speed and endurance of his car. From Reno we journeyed down to the Bay area in California to visit some friends. The weather was very hot and we occasionally boiled over at stop signs if we had to wait for traffic, but on the open road it ran nice and cool.

In all we traveled some 1,600 miles on the maiden voyage and had a real ball. We are now planning a trip up to Canada during the summer of 1984. So, guys, get those restorations finished! Perhaps we will meet somewhere on the open road.

* * * * *

Dear Doug:

I am thinking as I sit here that, even as I write these lines, you are tooling through British Columbia or Saskatchewan, the weather is mild and pleasant, and the long mountain grades are being effortlessly surmounted by the '38 Century, its temperature gauge happily showing 180. I am filled with envy. Thanks; I hope we meet somewhere, too.

Bill

CARS FOR SALE



1937 Special 4-door fastback, complete restoration, everything mechanical re-done except engine; sandblasted, no rust ever; new paint, glass; Lynn Steele rubber; LeBaron Bonney upholstery; new tires, chrome; radio, heater, defroster, clock; everything works. \$8000.

DON GUST (#43)
RT. 1, Box 161
Beecher, IL 60401
312/946-2856



PHOTOS NEEDED. I have very few photos on hand for future issues. In fact, after the next issue I'll be completely out. Unless more come in I will have only two choices: carry out my threat with a vengeance, or print a photo-less issue. Pictures really make a big difference. I would especially like more series 80 and 90 photos, and any good clear shots in 5x7 size that can go on the cover, without my having to pay the printer extra for blow-up. I hate to be a pain in the neck, but I do need your help, please.

- Bill

The observant among you will have noticed that there are two styles of typing in this publication: good typing done in italic type and lousy typing done in roman type. You are now reading the latter. The good typing is done by my enthusiastic, skillful and sweet-tempered secretary, Karen Franklin, using both hands. The lousy typing is done by your Editor, in the middle of the night, using one finger and a semi-crummy typewriter that might be of interest to typewriter historians. The Club already owes much to Karen, and I hope all you people appreciate it..I sure do. (I suppose I should add that an exception to the foregoing is the Dave Lewis typing, which is, well, Dave Lewis typing, and of course the Dave Lewis spelling, which has already become part of the folklore of this Club.)

PROUD 1937 OWNER

Story by Frank Haas (#72) of Morris, Illinois

When it comes to car restorations everyone likes to compare the "before" and "after." Unfortunately, my '37 Buick model 41 seems to be stranded in the "before" stage. It is one of those "parts car or restore" cars.

I bought my Buick in 1979 through an ad in "Hemmings." I live in North Central Illinois and the car was located in Davenport, Iowa. I made one trip to look at the car and negotiate the "deal." I had been working a lot of overtime, and, with the extra money, the purchase seemed like a good idea. Several weeks later I borrowed a pick-up truck and trailer to haul my Buick home. That trip was an adventure in itself. The trailer had no license plate and we couldn't get the brake lights to work. Every time I had to stop I would pull out the light switch, using the running lights as brake lights. We must have crossed paths with half a dozen state troopers throughout the trip, but none of them stopped us.

The car ran when I first looked at it, but we couldn't get it started to load it on the trailer. We enlisted the help of every passer-by until we had enough manpower to push the car onto the trailer. The Buick looked like an ocean liner in a creek as we drove home. We got the car home without any serious problems and put it in our garage, leaving my wife's car to sit outside. The Buick sat there until about a year and a half ago, when my oldest son decided to restore his '67 Chevelle. He and I pulled the Buick to my parents' garage where it now sits waiting for attention.

The overtime and extra money ended, and our three children entered their teenage years, bringing new priorities, leaving the '37 to neglect. It's day will come though, and I am patient. I attend car shows and swap meets and pick up parts for it when I can.

I chose the '37 Buick for several reasons. When I was a teenager several of my friends had straight 8 Buicks of various years and I always liked the way they ran. The '37 was the last year for the floor shift, which I wanted, and also one of the first all steel bodies. I also like the "suicide doors" of the four-door models. The late '30's cars are also more roadworthy than the earlier cars. All things considered, the '37 Buick model 41 seemed to be my kind of car.

* * * * *

I've read Frank's letter several times and always end up feeling a little sad at the thought of that nice car sitting silent. But, Frank, I think it's a good thing you bought it when you did. Many of us, I know, have agonized over priorities. When after much hard thought I decided to buy my car, my wife said, "Why didn't you wait until the kids are out of college?" (Neither has started yet.) My answer: "By then I may very well be bankrupt or dead!!" I admire your patience and hope you get at least some satisfaction out of knowing that grand old car is there waiting for you to bring it back to life. I'm sure it will be on the road again.



Bill

MEMBER CARS



DAVE (#2) BELLON'S CAR

BCA National first
place winner, plus
other prizes.



Here's what the Editor's car might look like if he got his priorities straight and stopped dribbling away his resources on foolishness like dentist bills. Our picture here falls far short of showing how splendid this model 47 looks. It was brought to this prize-winning condition by the former editor of this publication, and finished just three weeks before the 1984 BCA National. I'll bet a lot of you have wondered what Dave Lewis looks like. He's one of those shadowy figures in the background. Congratulations to both Daves on a beautiful car and a fine piece of work.



EDITOR'S CAR

"As found" in 1983.
(Loser in Worthington
Hills Fourth of July
Parade, 1984)



"This ain't like a modern car, ya know," he said as I looked at it for the first time. "Yes, I know that," I said, pressing the brake pedal to within six microns of the floor. Well, now I warned you that this would happen, didn't I. There's boyhood reminiscences in here too. Better send something in. I got my cookbooks out and ready. The car looks better now. Chances are you'll see it again. (P.S.: I lost in the parade to another Buick, which I guess is OK, and one of those funny-lookin' old things-- I think it was a 1914 Cadillac-- with brass stuff all over it, that had no character at all-- why, it didn't look like it had ever even been used hardly. No mouse holes in the upholstery or nothin' like that.)

CAR INVOICE
CUSTOMERS
COPY

H. B. ROMIG

No 729

Telephone 158

10-12 Congress St. AUBURN, N. Y.

June 19

1937

SOLD TO

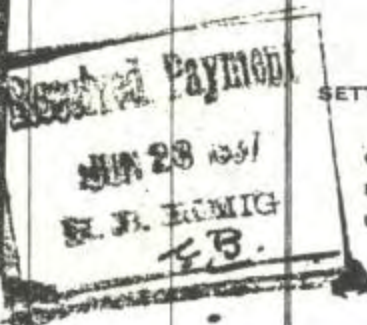
John Karpinski

47 Perrine St.,
Auburn, N.Y.

ADDRESS

SALESMAN J. Donovan

MAKE	MODEL	NEW OR USED	SERIAL NO.	MOTOR NO.	KEY NO.	DESCRIPTION	AMOUNT
Buick	37-41	N	3179404	43357137		five wheel sedan	1060 00
						NEW CAR FREIGHT AND HANDLING	
						FINANCE CHARGES - INSURANCE	121 20
						LICENSE	
						TOTAL SALE	1181 20
						SETTLEMENT	
						CASH ON DELIVERY 6/21/37 12-06	242 00
						PREVIOUS DEPOSIT	
						USED CAR Buick	
						TYPE 30-47	
						SERIAL NO. 2429548	
						MOTOR NO. 2547473	200 00
						NOTES: GMAC 24 mos	739 20
						TOTAL	1181 20



PROUD 1937 OWNER

The invoice above was sent in by Dr. Arthur Karpinski of Auburn, New York. It shows the original sale to John Karpinski (Art's father, I assume) of the '37 model 41 that Art still has, and which has borne its present New York license plate number -- CY-10 -- since 1939. Although the interest rate on the note isn't specified, at 6% the monthly payment would have been \$32.76. Before we yearn too strongly for those good old days, however, let us remember that \$35 was probably a good week's wage for many people in 1937. In the same year, my father got a '37 Plymouth business coupe, and one of my earliest memories is riding on the shelf behind the single seat, on the way from New York City to our summer house in Brewster, New York. Both the Plymouth and the house are now long returned to dust, but Art's Buick lives on as a family tradition, which I think is terrific. May it live forever.

Thanks, Art - Bill

PARTS FOR SALE

CLUB PROJECTS



(212) 899-0136

JIM ALEXANDRO

Carburetor Repair, Restoration and Kits

Receiving Address
50-01 69th Street
Woodside, N.Y. 11377

Mailing Address
P.O. Box 144
Maspeth, N.Y. 11378

Dave Lewis Restorations
3825 South Second Street
Springfield, Illinois 62703

Dear Dave:

I'll be running some AA1,2, AAV1,2 kits again very soon. These kits will contain all the correct gaskets plus needle and seat, pump, pump check valve, idle air adjusting screws and miscellaneous hardware. All parts are new, fresh stock.

My retail price for these kits is \$35.00 each, if you can use a couple of dozen you can have them for \$24.00 each. If there was enough interest, I'd consider running kits for the Marvel carb also but I have no idea of what prices would be at this stage.

What do you think about Marvels? Are there many 37 and 38 Buicks still operating with Marvel carbs, and what do you think a fair price for the kit would be? I'd need to have a die made for the gaskets, get Grose to make the fuel valve and figure out a way to make the accelerator pumps, not to mention the cork floats. I don't know if I could sell enough to make it pay.

If you still run the 37-8 Buick club maybe you might mention something in the publication and have interested parties drop me a card, that's one way to judge the market. If there is a need, I'm willing to fill it. Thanks Dave.

Best regards,

Jim Alexandro

MEMBERS: Jim's offering of the Stromberg kits looks like a good deal to me. It takes a lot of effort, time, and skill, not to mention money, to get these made. I told Jim I personally have no idea how many Marvel carbs are still around. If you have any interest in a Marvel kit, please let Jim know without delay, and give him some idea of how much you'd be willing to pay. My impression is that many Stromberg and Marvel carbs of the 1930's were given the "deep six" when the War was over and new models became available, e.g. the Carter WCD and WDO. This is what happened to my car. Thus, there may well be many more '37 and '38 Buick cars left than carburetors.

I think it might be interesting and useful for the Club to compile information as to just what carbs the members have and are using. So all of you who can spring for a few minutes time and 13¢, please send a card with this info to the Editor.

1937

TECHNICAL TIPS

1938

THE FOLLOWING TEN PAGES ARE TAKEN FROM BUICK DEALER SERVICE BULLETINS 9-1-37 THRU 7-15-38

DIFFERENTIAL BEARINGS (HYATT) 1937 AND PAST MODELS

A Hyatt conical roller bearing has been approved for service replacements of the New Departure differential side bearings. Increased bearing life can be expected from this new bearing. The following tabulation indicates the part number for the new Hyatt bearing and the models on which it may be used as well as the bearing number it replaces.

MODELS	HYATT BEARING	REPLACES BEARING
1937 Series 40 & 60	149556	902113-OCC
1936 Series 40	149556	902113
1934 & 1935 Series 40 & 50	149556	902100
1932 & 1933 Series 50	149556	902100
1931 Series 8-50	149556	902100

MODELS	HYATT BEARING	REPLACES BEARING
1937 Series 80 & 90	149523	902110
1936 Series 60, 80 & 90	149523	902110
1931-2-3-4-5 Series 60	149523	902110
1930 Series 40	149523	902110
1929 Series 116	149523	902110
1927 & 1928 Series 115	149523	902110
1925 Series 40	149523	902110
1925 & 1926 Std. Six	149523	902110
1923 & 1924 Series 40	149523	902110

MEMBERS NOTE: TAKE THE ABOVE HYATT NUMBERS TO YOUR LOCAL BEARING COMPANY AND THEY CAN CROSS OVER TO CURRENT NUMBERS OR WILL HAVE THESE NUMBERS AVAILABLE...

Beginning with the 1938 production, the Serial Number of every car will be preceded by a digit to show at which plant the car was assembled. These prefix figures are as follows:

- 1 - Flint
- 2 - South Gate
- 3 - Linden

SERIAL NUMBER IDENTIFICATION - 1938 MODELS

As an example, 13219848 is the starting Serial Number for 1938 production and the prefix figure 1 indicates that the car was assembled at Flint.

In all cases, Product Reports, A.F.A.'s and correspondence covering 1938 product must show the complete Serial Number, including the prefix figure.

TECHNICAL TIPS

JACKS - BUMPER TYPE - 1938 ALL SERIES

An erroneous impression seems to exist to the effect that the shaft of the bumper jack is too short to properly raise the car for a tire change. This is based on the assumption that the mushroom end of the shaft should stop at the top end of the housing.

Contrary to this impression, when the maximum height of the jack is attained the shaft telescopes into the housing of the jack approximately half-way, which allows 3" more lift on the Series 40 and 60 jack, and 4" on the Series 80 and 90 jack.

The maximum height of the jack is controlled by the rim on the top of the shaft, and the jack cannot be raised so high as to come apart or cause failure of the jack.

After replacing vacuum switches the timing should be checked in the exact sequence of operations given below.

VACUUM SWITCH TIMING - 1938

Inspection of Vacuum Switch Timing
for Minimum Clearance Between Idle
Screw and Cold Idle Cam:

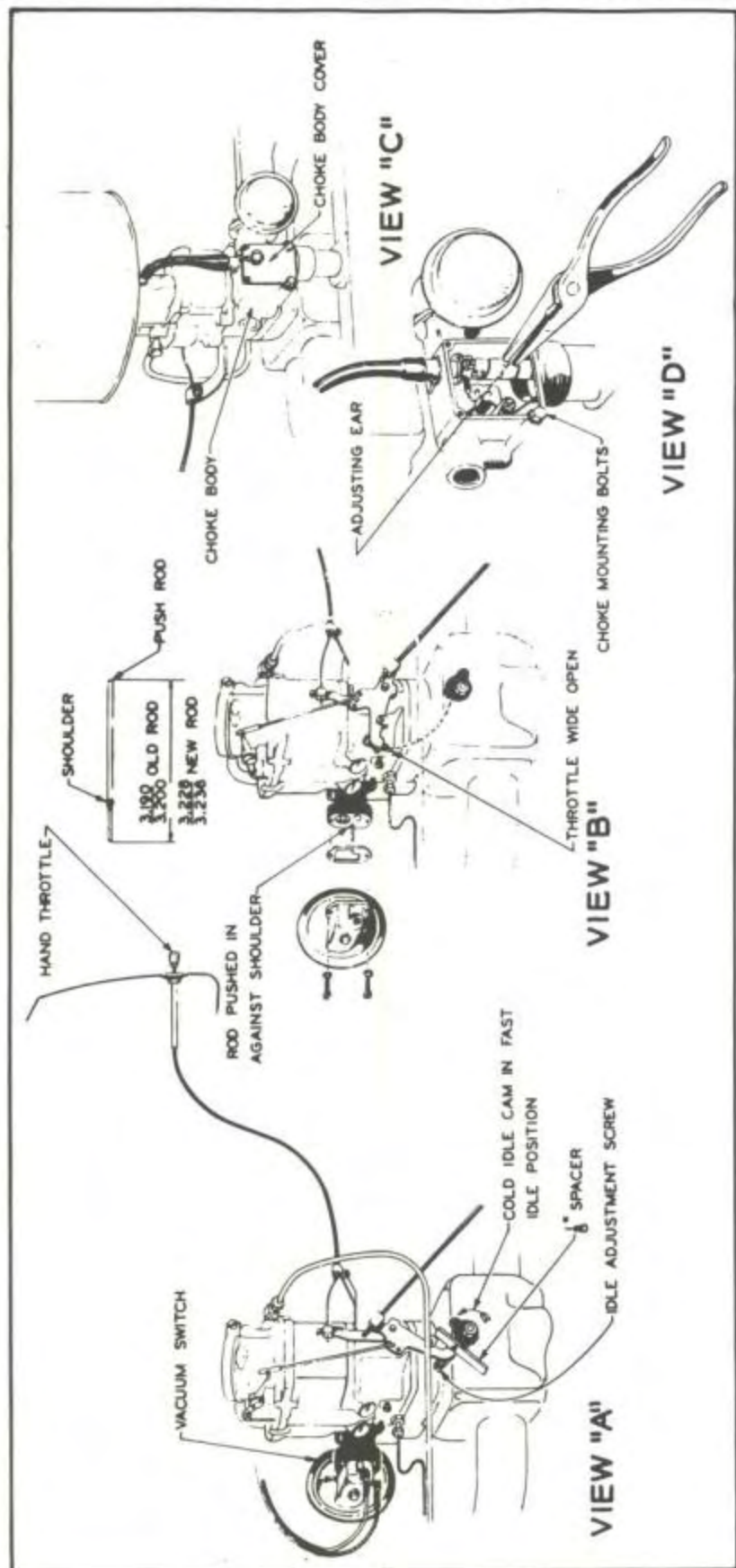
- (1) Set idle adjustment screw for 8 m.p.h. hot idle.
- (2) Pull out hand throttle until distance between end of idle screw and cold idle cam when held in the fast idle position is $1/8$ ". The proper position of the hand throttle can be determined easily by the use of a $1/8$ " spacer, as shown in View "A", Figure 1. The hand throttle must remain in this position during the following tests.
- (3) Turn on ignition and start engine.
- (4) Turn off ignition and make another start immediately after engine has stopped. This starting operation should be repeated three or four times, allowing engine to run a few seconds after each successive start for vacuum to build up. If the engine starts in each case after making the above check the vacuum switch is timed properly for starting in all positions of the cold idle cam. The additional $1/8$ " clearance is the minimum allowance made for future wear and variation in the setting of the idle screw. If the engine fails to start in making the above check, the switch should be retimed as follows:

Timing Vacuum Switch:

- (1) Remove cover from the choke body. In doing this it will be necessary to remove the two choke mounting bolts, View "C", Figure 1, which must be replaced after the cover is removed to hold choke body in place.
- (2) Hold throttle wide open - thus adjusting ear will be in position shown in View "D", Figure 1. Bend ear up cautiously until car can be started repeatedly with $1/8$ " spacing described above, usually it will be unnecessary to bend the adjusting ear more than $1/64$ ".

TECHNICAL TIPS

Timing Vacuum Switch
Figure 1



TECHNICAL TIPS

"TIMING VACUUM SWITCH" FROM PREVIOUS PAGE....

Inspection of Vacuum Switch Timing
for Maximum Clearance Between Idle
Screw and Cold Idle Cam:

- (1) Hold spacing between end of idle screw and fast idle position of cold idle cam to $1/2$ " by pulling out throttle button.

CAUTION: Spacing more than $1/2$ " may result in starter gears clashing under certain conditions of driving at low speeds.

- (2) It should be impossible to start engine more than once with throttle held in this position. Allow engine to run a few seconds to build up vacuum. If engine can be started continuously with throttle in this position, the adjusting ear should be bent down slightly until only one start can be made. After this adjustment has been made repeat check with $1/8$ " spacing per View "A", Figure 1. If ear has not been bent too far this should be correct.

STEERING WHEEL SPOKE, LOCATING 1938 ALL SERIES

An error has been brought to our attention involving instructions for location of steering wheel spoke in the 1938 Shop Manual, page 9-5. Item No. 1 should read as follows:

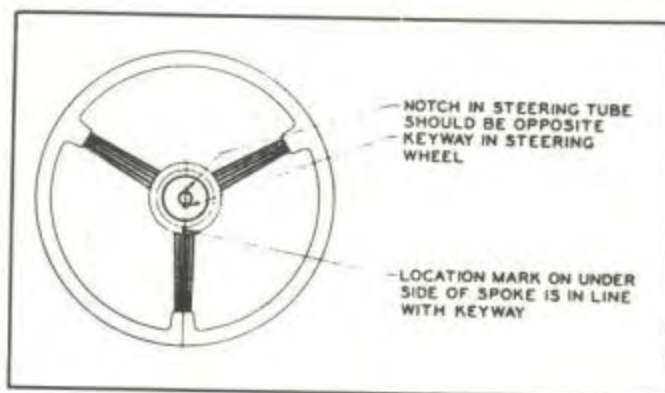


Figure 2

1. That notch in steering tube is opposite to keyway in steering wheel. (See Figure 2 of this bulletin which replaces Figure 9-11 in the Shop Manual).

Please make proper correction in 1938 Shop Manual on page 9-5 in "Notes" column provided for this purpose.

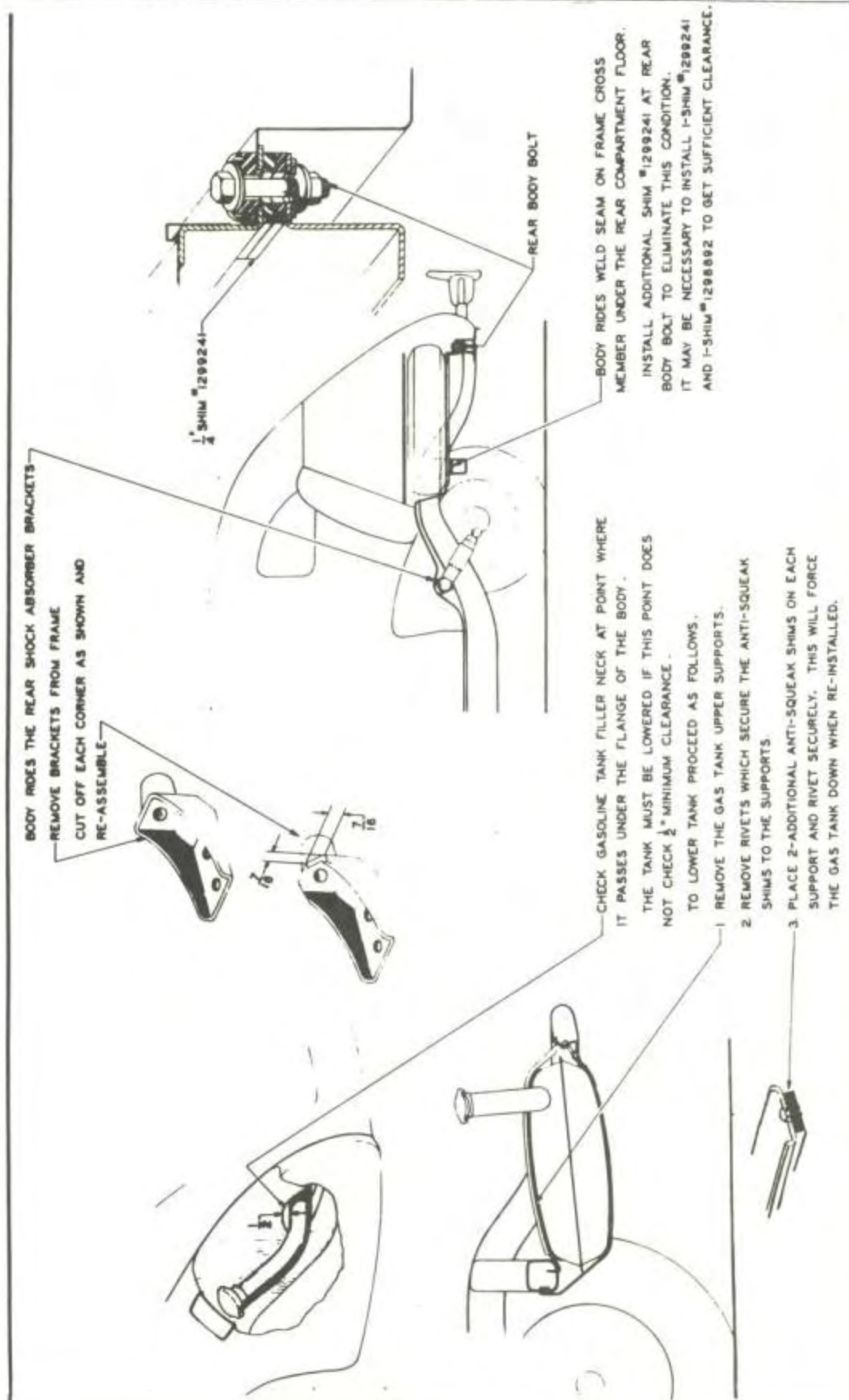
BODY CLEARANCES - 1938-40, 60

Body interference has been encountered on some 1938 Series 40 and 60 cars, at the rear shock absorber brackets, at the gas tank and at the gas tank filler neck.

The proper clearance between the body and the chassis can be obtained by following the instructions as outlined in Figure 3.

TECHNICAL TIPS

FIGURE #3..BODY CLEARANCES, 1938-40-60



TECHNICAL TIPS

RADIUS ROD BRACKET WELD, AXLE END - 1938 40, 60

A change was made in production which increased the amount of weld on the rear axle radius rod bracket. This change was made in order to provide a more positive weld.

All Series 40 and 60 cars built prior to frame numbers 13226624 Flt Production: 23238467 South Gate: and 33246465 Linden, should be inspected in order to ascertain whether or not they have the latest type welding at the axle radius rod bracket as shown in Figure 4.



Figure 4

All brackets not so welded should be rewelded either by an acetylene torch or an electric arc welder. The electric arc method is preferred where this method is available. Good welds of 1/2" length are sufficient.

Before starting to weld, drain all lubricant from housing. Place wags or asbestos pulp on axle housing at either side of bracket and as close to bracket as practical. When welding with acetylene use corner coated acetylene welding wire - if electric welded use Fleet weld #5 or #7 wire. The welds should be painted to match the housi

STEERING GEAR TO FRAME SHIM - 1938 ALL SERIES

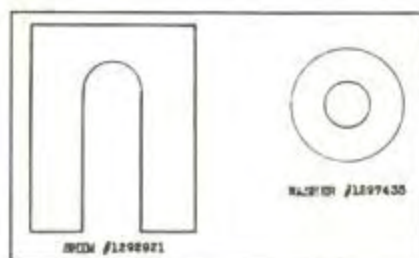


Figure 5 Group 6.511, Part #1292921
(.315" stock)

Steel shims, see Figure 5, are placed over the steering gear frame bolts between the gear body and the frame, to properly align the steering column at the dash. Should steering gear removal become necessary, care should be taken to properly align the steering column at the dash by the use of the shims when reinstalling the gear. Care must also be taken to use the proper number of shims at each bolt to avoid distortion of the gear body when tightening the frame bolts.

A plain washer, Group 9.011, Part No. 366793, may be used on the Series 40 and 60, under the lock washers of the frame mounting bolts and should be used when servicing these gears to better secure them to the frame.

TECHNICAL TIPS

ASH TRAYS, ALIGN- ING & ADJUSTING - 1938 ALL SERIES

Some complaint has been received concerning poor appearance of ash trays, due to their misalignment in the instrument panel.

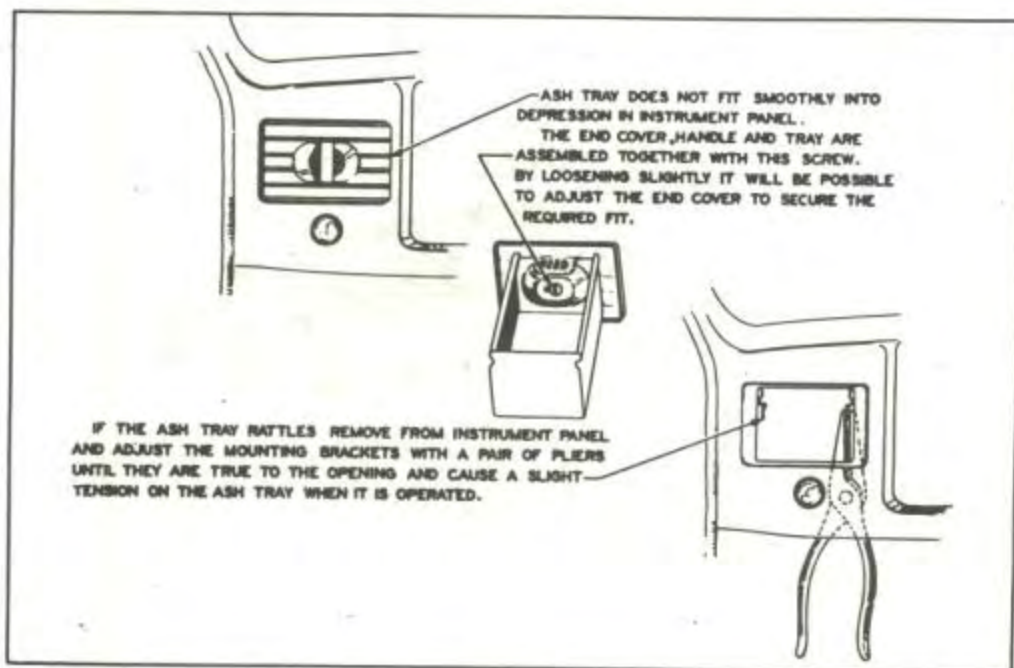


Figure 7

This condition can be corrected by following the instructions for aligning and adjusting the ash trays as outlined in Figure 7.

CARBURETOR THROTTLE SHAFT STICKS, ENGINE HOT - 1937 ALL SERIES STROM- BERG - 1937-40 MARVEL CD-1B

Our attention has been called to cases of sticking carburetor throttle shafts, when engine is hot on cars equipped with automatic choke attached to carburetor. This may be caused by the tongue on the end of the throttle shaft being a trifle too long where it engages the choke camshaft. Heat expansion will cause an end thrust on the choke camshaft, consequently, friction on that part will be very high. This may be relieved by assembling an extra choke gasket, Part No. 1300241, between the choke and the carburetor.

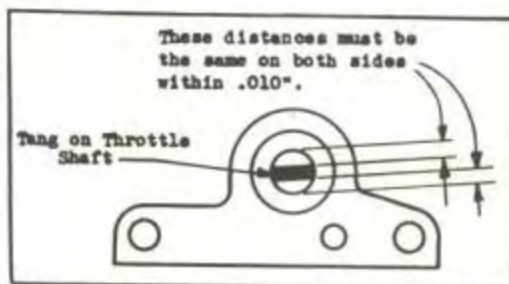


Figure 9

The end of the throttle shaft may also be filed off sufficiently to relieve end thrust on the choke camshaft, but this entails disassembly of the carburetor throttle shaft from the carburetor throttle body.

The tang on the carburetor throttle shaft should also be checked for straightness and for being centrally located in the recess of the throttle body in order to prevent side load on the choke camshaft. If bent, it may be relocated by carefully bending back in place with a pair of long-nosed pliers. Figure 9 shows the correct alignment of the throttle shaft in carburetor throttle body.

TECHNICAL TIPS

DOOR REPLACEMENTS 1937-40,60

The Parts Department stock of doors for certain models of 1937 Series 40 and 60 is exhausted and future orders for these out-of-stock doors will be filled with 1938 parts.

The 1938 Doors for these two series are interchangeable with the 1937 except in two particulars, as follows:

1. ON THE FRONT DOORS ONLY, the location of the window regulator spindle has been changed so as to increase the clearance between that spindle and the vent regulator spindle. This means that a 1937 door trim pad which already has the holes cut for these two spindles cannot be used on a 1938 door.
2. The 1938 chrome belt mouldings are of a different design from the 1937, and the holes in the outer door panel for the moulding clips are larger and punched lower down on the panel than the holes for the 1937 clips.

As regards Item 1, in order that our customers may not be penalized because of the shortage of 1937 doors, the Factory Parts Department will furnish gratis with each 1938 FRONT DOOR to be used on a 1937 job, a new 1937 door trim pad to match the trim already in the car. This means that whenever a replacement front door is ordered for 1937 job, the trim combination number of the job must be stated in the order. If it should happen that the body name plate showing this trim number has been mutilated or destroyed, the serial number of the car will enable the trim number to be obtained from the factory records, or a sample of the trim cut from the trim pad which is to be discarded, if attached to the order, will enable the Parts Department to select the proper trim pad.

As regards Item 2, it will be necessary for the dealer when assembling a replacement door, either front or rear, to drill new holes for the 1937 belt moulding clips. To ascertain the proper location of these holes, it will be best to assemble the door on the body, line up the 1937 belt moulding in its proper position, and then lay off the holes for the clips to suit. These holes will of course be smaller than the holes for the 1938 clips and should be spaced between the holes already punched in the door panels.

FLYWHEEL HOUSING GASKETS - 1938 60-80-90

The lower surface of the flywheel housing on the Series 60, 80 and 90 engines is now being cast smooth which eliminates machining of the surface and necessitates the use of a new 1/8" thick gasket, Group 0.677, Part No. 1306086, between the upper and lower flywheel housing in order to prevent oil leaks.

The new gasket differs from early production gaskets (No. 129359) only in thickness.

The Parts Department will supply only the new gasket, Part No. 1306086. These may also be used for early production cars.

TECHNICAL TIPS

CLOCK CRYSTALS BREAKING - 1938 ALL SERIES

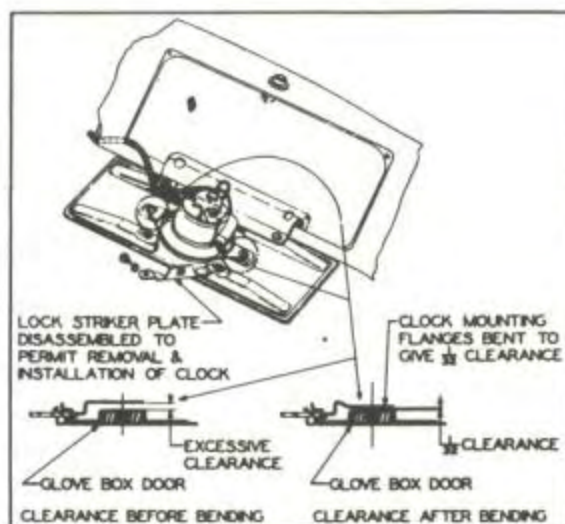


Figure 19

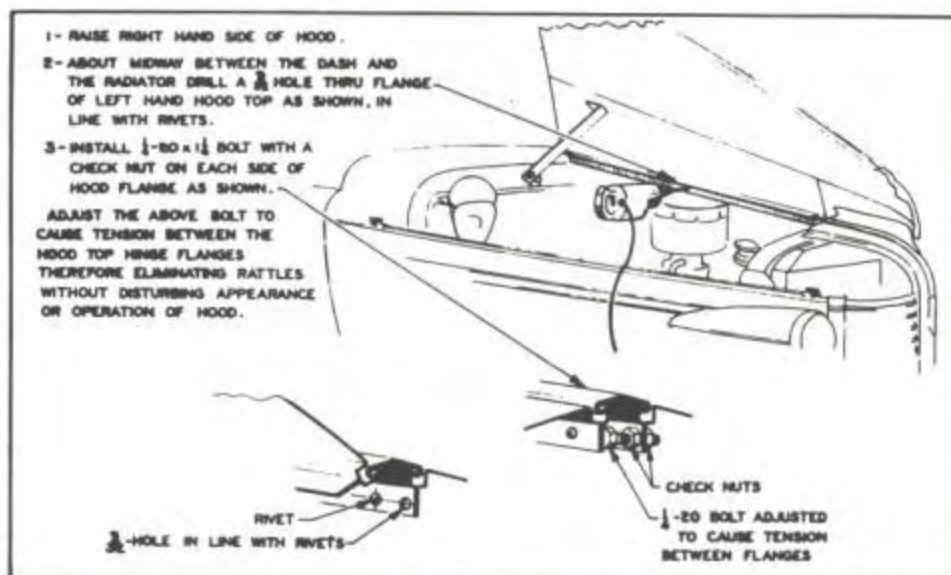
Some complaints have been received of crystals breaking in the glove box door clock; this condition is caused by improper spacing of the clock mounting flanges.

Before reinstalling clock after replacing a broken crystal, the space between the lugs on the back of the glove box door and the mounting flanges should be checked. The flanges should be bent to provide $1/32$ " clearance as shown in Figure 19. If this distance is greater, a strap is placed on the crystal when the mounting screws are tightened.

HOOD RATTLE 1938 ALL SERIES

Some complaints of hood rattle were encountered on early production cars. This condition is caused by a poor fit at the hood center hinge.

Instructions for eliminating this rattle are outlined in Figure 20. A bolt with check nuts when installed as shown can be adjusted to



Instructions for Elimination of Hood Rattles

Figure 20

give just the desired amount of tension between the hood hinge flanges, thereby reducing rattle. Care should be taken not to exert so much tension as to disturb the appearance or operation of the hood.

TECHNICAL TIPS

DOOR GLASS BINDING IN CHANNEL - 1938 80-90

A few cases of door glass binding in the channel on the 1938 Series 80 and 90 cars have been observed. This condition is caused by screws holding the trim moulding being drilled at an angle. When screws are tightened trim moulding is wedged against and compresses the channel so as to cause the glass to bind, making it difficult to raise or lower.

This complaint can be corrected by spreading the channel as outlined below:

1. A fiber block should be made similar to sketch shown in Figure 47
2. Loosen screws in trim moulding.
3. Using fiber block and a hammer, spread the glass channel along the edge where binding occurs.
4. Tap fiber block into channel beside each screw, as shown in Figure 48, before tightening. This will prevent trim moulding from drawing down and pinching the channel.

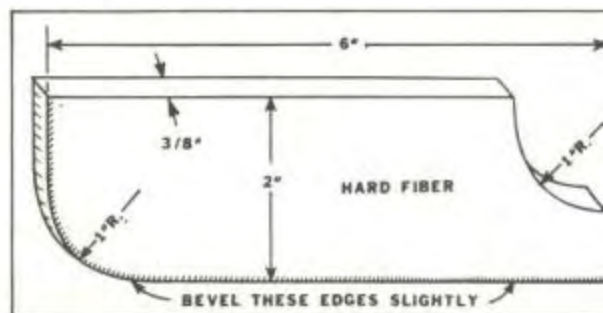


Figure 47



Figure 48

Dear Members,

This concludes ten pages of "Dealer Bulletins" from my collection. I have over 60 pages of these Bulletins available. Bill and I thought you might enjoy these Factory Updates to add to your literature collections. Not all are interesting, but there are several pages that can help solve that "Special Problem" you might encounter. If you would like this series continued, please write Bill and let him know your feelings. If there is no interest we will not continue them. Just Trying to Help...Please write us and let us know...

Ole Dave Lewis

MORE TIPS from Ole Dave

Below is a few of the sources that people keep calling me looking for..

Plastic Interior Knobs for 37/38's

Frank Guildner
10534 Nassau Ave
Sunland, CA 91040
818-353-4303

Runningboard Covers....

Hunley Acuff
1423 Wilson Road
Rossville, GA 30741
404-866-4875

Woodgraining Interior, Dash & Garnish Moldings

Elmos Grainmobile
Rt #4, Box 262
Rusk, TX 75785
214-683-5657

Carburetors..Rebuilding & Sells Some Rebuilt

Al Weatherly
19332 Briarwood
Mt Clemens, MI 48043
313-465-1800

Hub Caps, Mint Reproductions.. Engine Paints

Bill Hirsch Co
396 Littleton Ave
Newark, N.J. 07103-2290
201-642-2404

Sill Plates...

Ray Kuehn
81 Graham Ave
North Haledon, N.J. 07508
201-423-1196

Front Rubber Floor Mats

Bobs Automobilia
Rd#2, Box 137
Annandale, N.J. 08801
201-236-2403

Dash Glass Reproductions And Gauge Face Restoration

Scott Young
332 Devon Drive
San Rafael, CA 94903
415-479-9317

Glove Boxes 1937..

Bobs Automobilia
RD 2, Box 137
Annandale, N.J. 08801
201-236-2403

Steering Wheel Restoration (Plastic)

J.B. Donaldson
701 N. 22nd Ave.
Phoenix, Arizona 85009

Wireing Harness

Harness Unlimited
Box 435
Wayne, PA 19087
215-688-3998

Rubber Products, Doors & Body

Lynn Steel Company
Dept 37/38
Rt 1, Box 71W
Denver, N.C. 28037
704-483-9343

Trim Screws & Clips

Restoration Specialties
P.O. Box 328 Dept B
Windber, PA 15963
814-467-9282

Bearings & Seals

Penn Ball Bearing Co.
3511 N. American St.
Phila., PA 19140

MEMBERS NOTE..These are just a few of the sources I use. Many of them handle more products..I have just listed a few to try and help you find good sources for your parts. They have all been very reliable for me and I hope you can use their services as well.

A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PARTS FOR SALE

37 Rear Lic & Stop Lens	\$15 ea.
37 Tail Light Assemblies	\$20 ea.
37 Bumper Guards	\$15 & \$20 ea.
37 Hood Side Louvers	\$30 ea.
37 Hood Ornaments	\$10 to \$25 ea.
37 Door Handles	\$5 to \$10 ea.
37 Clocks	\$10 to \$20 ea.
37 Dash Gauges	\$10 ea.
37 Heat Gauges	\$40
37 Chrome Vent Wind, Frt & Rears	\$15 to \$30 ea.
37 Spark Plug Cover, 40 ser.	\$35
37 Stainless Moldings	\$10 to \$45 ea.
37 Steering Wheel Cores	\$45
37 Center Grill Stainless,	\$25
37 Park Lights	\$80 pr.
37 Park Light, Chrome Only	\$20 to \$35 ea.
37 Hub Caps	\$10 to \$20 ea.
37 Radio Grill, Very Good	\$10
37 Long Battery Cables, N.O.S.	\$20 ea.
37 Bumpers	\$40 ea.
37 Headlight Reflectors, Bezels, & Lens	\$100
37 Wheels, 16"	\$40 ea.
37 Wiper Transmissions	\$15 ea.
37 Cigar Lighter	\$25
37 Sun Visors	\$15 ea.
37 W/S Wiper Knobs	\$10 to \$25 ea.
37 Heater, Deluxe With Defroster Motor & Ducts	\$100 complete
37/38 Front & Rear Fenders	\$40 to \$90 ea.
37/38 Radiators, 40 Ser.	\$60 ea.
37/38 Ex. Manifolds, 40 Ser.	\$60 to \$100 ea.
37/38 Window Regulators	\$15. ea.
37/38 Air Cleaners, 40 Ser.	\$20 to \$25 ea.
37/38 Engine Parts	Negotiable
37/38 16" Wheel Trim Rings	\$8 to \$10 ea.
37/38 80 Ser. Sidemount Hold Down Cup	\$25
37/38 Frt & Rear Vent Frames	\$10 to \$25 ea.
37/38 Trunk Hinges	\$10 to \$35 pr.
37/38 Arm Rests	\$10 to \$15 ea.
38 Hub Caps	\$5 to \$30 ea.
38 Center Graill, Stainless	\$15
38 Hood Louvers	\$20 to \$30 ea.
38 Hood Ornaments	\$10 to \$25 ea.
38 Radio Grills	\$20 to \$30 ea.
38 Dash Gauges	\$10 ea.
38 Repo Trunk Handle with key	\$20
38 Coupe Trunk Handle Bezel, Rechromes	\$35
38 Clocks	\$10 to \$30 ea.
38 Bumper Guards	\$15 ea.
38 Cigar Lighter	\$25
38 Bumper Jack, Complete	\$85.00

S.A.S.E. ONLY FOR REPLY TO YOUR NEEDS..

PACKAGEING, INSURANCE AND SHIPPING ARE ADDITIONAL

DON GUST #43
Rt. 1 Box 161
Beecher, Illinois 604
312/946-2856

PARTS FOR SALE

PARTS FOR SALE..

37 Roadmaster Hood, Gd Cond \$100
 37 Roadmaster R/R Fender \$75
 37 81 Series Roof, Good \$150.00
 37 80 Series Cowl, Good \$100
 37 60 Rear End Comp. \$150
 37 40 Rear End Comp. \$100
 37 41 Doors for Parts only
 37 80 Series NOS Master Cyl Kit \$30
 38 Rebuilt Fuel Pumps, 40 ser \$22
 37 Steering Col & Box \$35, 40 ser
 37 80 Ser Steering Col & Box \$50
 38-40 NOS Center Hood Strip \$125
 37/38 Park Light Parts
 37 NOS Park Light \$100
 37-40 Series Trans parts, used
 37-40/60 Engine Parts, used
 37 Radio for Parts \$35
 37 Re-chromed Grill \$250
 37-80 Series Wheels, Good \$35 ea.
 37-60 NORS Rear Emer Cables \$60 ea.
 37-80 Restored Rear Cables \$35 ea.
 37-60 L/F Fender, Restored, Blk \$150
 37-60 15" Wheels (2) \$50 ea.
 37 Steering Wheel, No Plastic \$50
 37 81 Interior Seats, Upholstery Bad

Many More, Please write or Call Anytime,

Dave Lewis #237
 3825 South Second Street
 Springfield, Ill 62703
 217-529-5290

PARTS WANTED..

Trunk Lid for 37 Series 80 or 90
 80 Series Sidemount Lock Plates (2)
 37 Deluxe Heater
 37 Centerline Radio, Working
 37 Centerline Dual Speaker
 37 Jack
 37 NOS Hood Ornament
 37 Tail Light Lens, Good Used or NOS
 37/38 Headlight Lens, Good Used or NOS
 37 Headlight Guts
 37 80C Sun Visors
 37 80C Removable Center Door Posts
 37/38 Radio Antenna Insulators
 for Runningboards.
 37 80C Doors
 37 AA2 Stromberg Carb & Air Cleaner 80 Ser
 37 L/R Engine Splash Pan, 80 ser.

NEXT COL..

PARTS WANTED

From Last Col...

Any Literature on 37/80C..Tech or Sales.
 37/38 16" Wheel Trim Rings with minor dings.
 37 Mint Center Grill Strip Emblem
 I will buy any quantity of NOS Parts for 37/3
 Buicks. Let me know what you have...

Dave Lewis
 3825 South Second Street
 Springfield, Illinois 62703
 217-529-5290 Anytime

PARTS WANTED for '38 90L

1 outside door handle with lock
 1 inside door handle
 1 vent window crank handle
 3 large window crank handles
 6 clips for handles & cranks
 1 jack with handle & wrench
 1 elec. fuel pump

GEORGE CRANFORD
 6100 Westconester Park Drive #412
 College Park, MD 20740

CARS FOR SALE

The following appeared in the Columbus Ohio edition of a weekly car sale mag called Wheeler Dealer on July 31:
 "1937 Buick Special 4 dr. 8 cyl. orig. int., body reconditioned, runs and drives great, asking \$6000. 419-589-2699." Included was a photo of a model 47 with wide whites. No name.





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